

with paragraph (a) of this section. For the purpose of this paragraph, the propeller includes the hub, blades, blade retention component and any other propeller component whose failure due to fatigue could be catastrophic to the airplane. This evaluation must include:

(1) The intended loading spectra including all reasonably foreseeable propeller vibration and cyclic load patterns, identified emergency conditions, allowable overspeeds and overtorques, and the effects of temperatures and humidity expected in service.

(2) The effects of airplane and propeller operating and airworthiness limitations.

[Amdt. No. 23–59, 73 FR 63345, Oct. 24, 2008]

**§ 23.909 Turbocharger systems.**

(a) Each turbocharger must be approved under the engine type certificate or it must be shown that the turbocharger system, while in its normal engine installation and operating in the engine environment—

(1) Can withstand, without defect, an endurance test of 150 hours that meets the applicable requirements of § 33.49 of this subchapter; and

(2) Will have no adverse effect upon the engine.

(b) Control system malfunctions, vibrations, and abnormal speeds and temperatures expected in service may not damage the turbocharger compressor or turbine.

(c) Each turbocharger case must be able to contain fragments of a compressor or turbine that fails at the highest speed that is obtainable with normal speed control devices inoperative.

(d) Each intercooler installation, where provided, must comply with the following—

(1) The mounting provisions of the intercooler must be designed to withstand the loads imposed on the system;

(2) It must be shown that, under the installed vibration environment, the intercooler will not fail in a manner allowing portions of the intercooler to be ingested by the engine; and

(3) Airflow through the intercooler must not discharge directly on any airplane component (e.g., windshield) unless such discharge is shown to cause

no hazard to the airplane under all operating conditions.

(e) Engine power, cooling characteristics, operating limits, and procedures affected by the turbocharger system installations must be evaluated. Turbocharger operating procedures and limitations must be included in the Airplane Flight Manual in accordance with § 23.1581.

[Amdt. 23–7, 34 FR 13092, Aug. 13, 1969, as amended by Amdt. 23–43, 58 FR 18970, Apr. 9, 1993]

**§ 23.925 Propeller clearance.**

Unless smaller clearances are substantiated, propeller clearances, with the airplane at the most adverse combination of weight and center of gravity, and with the propeller in the most adverse pitch position, may not be less than the following:

(a) *Ground clearance.* There must be a clearance of at least seven inches (for each airplane with nose wheel landing gear) or nine inches (for each airplane with tail wheel landing gear) between each propeller and the ground with the landing gear statically deflected and in the level, normal takeoff, or taxiing attitude, whichever is most critical. In addition, for each airplane with conventional landing gear struts using fluid or mechanical means for absorbing landing shocks, there must be positive clearance between the propeller and the ground in the level takeoff attitude with the critical tire completely deflated and the corresponding landing gear strut bottomed. Positive clearance for airplanes using leaf spring struts is shown with a deflection corresponding to 1.5g.

(b) *Aft-mounted propellers.* In addition to the clearances specified in paragraph (a) of this section, an airplane with an aft mounted propeller must be designed such that the propeller will not contact the runway surface when the airplane is in the maximum pitch attitude attainable during normal takeoffs and landings.

(c) *Water clearance.* There must be a clearance of at least 18 inches between each propeller and the water, unless compliance with § 23.239 can be shown with a lesser clearance.

(d) *Structural clearance.* There must be—

(1) At least one inch radial clearance between the blade tips and the airplane structure, plus any additional radial clearance necessary to prevent harmful vibration;

(2) At least one-half inch longitudinal clearance between the propeller blades or cuffs and stationary parts of the airplane; and

(3) Positive clearance between other rotating parts of the propeller or spinner and stationary parts of the airplane.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-43, 58 FR 18971, Apr. 9, 1993; Amdt. 23-51, 61 FR 5136, Feb. 9, 1996; Amdt. 23-48, 61 FR 5148, Feb. 9, 1996]

#### **§ 23.929 Engine installation ice protection.**

Propellers (except wooden propellers) and other components of complete engine installations must be protected against the accumulation of ice as necessary to enable satisfactory functioning without appreciable loss of thrust when operated in the icing conditions for which certification is requested.

[Amdt. 23-14, 33 FR 31822, Nov. 19, 1973, as amended by Amdt. 23-51, 61 FR 5136, Feb. 9, 1996]

#### **§ 23.933 Reversing systems.**

(a) *For turbojet and turbofan reversing systems.* (1) Each system intended for ground operation only must be designed so that, during any reversal in flight, the engine will produce no more than flight idle thrust. In addition, it must be shown by analysis or test, or both, that—

(i) Each operable reverser can be restored to the forward thrust position; or

(ii) The airplane is capable of continued safe flight and landing under any possible position of the thrust reverser.

(2) Each system intended for in-flight use must be designed so that no unsafe condition will result during normal operation of the system, or from any failure, or likely combination of failures, of the reversing system under any operating condition including ground operation. Failure of structural elements need not be considered if the probability of this type of failure is extremely remote.

(3) Each system must have a means to prevent the engine from producing more than idle thrust when the reversing system malfunctions; except that it may produce any greater thrust that is shown to allow directional control to be maintained, with aerodynamic means alone, under the most critical reversing condition expected in operation.

(b) *For propeller reversing systems.* (1) Each system must be designed so that no single failure, likely combination of failures or malfunction of the system will result in unwanted reverse thrust under any operating condition. Failure of structural elements need not be considered if the probability of this type of failure is extremely remote.

(2) Compliance with paragraph (b)(1) of this section must be shown by failure analysis, or testing, or both, for propeller systems that allow the propeller blades to move from the flight low-pitch position to a position that is substantially less than the normal flight, low-pitch position. The analysis may include or be supported by the analysis made to show compliance with § 35.21 for the type certification of the propeller and associated installation components. Credit will be given for pertinent analysis and testing completed by the engine and propeller manufacturers.

[Doc. No. 26344, 58 FR 18971, Apr. 9, 1993, as amended by Amdt. 23-51, 61 FR 5136, Feb. 9, 1996]

#### **§ 23.934 Turbojet and turbofan engine thrust reverser systems tests.**

Thrust reverser systems of turbojet or turbofan engines must meet the requirements of § 33.97 of this chapter or it must be demonstrated by tests that engine operation and vibratory levels are not affected.

[Doc. No. 26344, 58 FR 18971, Apr. 9, 1993]

#### **§ 23.937 Turbopropeller-drag limiting systems.**

(a) Turbopropeller-powered airplane propeller-drag limiting systems must be designed so that no single failure or malfunction of any of the systems during normal or emergency operation results in propeller drag in excess of that for which the airplane was designed under the structural requirements of